

# Lyons on Wheels

by Dan Lyons • *Special to The Daily Gazette*

## 2025 Toyota Crown Signia

**MSRP: \$43,590 (XLE) As Tested: \$52,074 (Limited)**



Crown Signia is a new addition to Toyota's showrooms for 2025. The two door, mid-size crossover replaces the outgoing Venza in the lineup. Based on the Crown Sedan, Signia's sleek, wagon profile contrasts nicely with the more conventional shapes found elsewhere amongst the lineup's 15 SUV offerings. The starting sticker price is \$43,590 for the XLE, and \$47,990 for top trim Limited models like this week's test driver.

Both trims share the same, hybrid powertrain, and on-demand All Wheel Drive. A 2.5 litre four cylinder gas engine combines with three, electric motors and a Continuously Variable Transmission.

The mixture yields 243 total system horsepower, with EPA estimated fuel economy ratings of 39/37/38. I logged 33 mpg's in a week behind the wheel that leaned more towards highway than city driving. The Signia is capable of turning 0-60 times in the low seven second range. That's about average for a midsize hybrid crossover, and Signia feels comfortably quick overall. High demand situations introduce some engine droning into the otherwise quiet cabin. Crown's sedan linemate also offers an optional, MAX hybrid powertrain in it's menu. Reserved for that models' top, Platinum trim, that combination includes a turbocharged, 2.4L four cylinder engine, with 340 net, combined horsepower and 332 lb.-ft of torque. It's capable of sub six second 0-60 times, with estimated fuel economy of 29/32/30. Toyota is said to be considering whether to add the option to Signia. I don't know what the downside would be. The Crowns are luxury leaning models. Part of the premium car experience for many buyers is having a comfortable excess of power. Powertrains aside, Signia corners confidently and offers a comfortably smooth ride. Steering is properly boosted, and the regenerative brakes have a natural feel underfoot. The on-demand AWD system



*Photos are courtesy of the manufacturer.*



pushes up to 80% of available power to the rear wheels as needed, to maintain optimal grip. The Signia tracked true through a snowy, slushy winter test drive.

The cabin has a clean, upscale look about it. A 12.3" digital gauge cluster is matched with a 12.3" touchscreen aside it. Most HVAC controls are found in a horizontal strip of buttons at mid-dash. The touchscreen above is the gateway to many system adjustments and infotainment features. The exceptions are the on/off/volume knob dead center in the dashboard, and various, secondary controls embedded in the steering wheel. A wireless phone charger slots in vertically from the front edge of the center console. The connection for Apple CarPlay and Android Auto is wireless. Limited trim swaps the standard, 6-speaker sound system for a JBL 11-speaker setup. The JBL's sound is underwhelming, relative to comparable systems. Signia's offers a full complement of driver-assistance features. Limited models also include a trial (one year) subscription to Remote Connect. With it, drivers can use their mobile phone to lock/unlock doors, start/stop the engine, and locate their car's last, parked location. Seats in Limited models are trimmed in a good looking cut of leather trim, and all four outboard positions are heatable. Interior dimensions are such that adults fit comfortably in both rows. Limited models feature a panoramic, fixed glass roof. Unusual in this segment, it brightens the feel of the cabin on sunny days. The power sunshade restores the closed cabin at the touch of a button. Cargo capacity in the XLE ranges from 25.8-68.8 cu.-ft., depending on how you configure the seats. It's slightly less in Limited, owing to the latter's pano roofline.

I'm a fan of station wagons. Stylish versions like the Crown Signia offer the flexible floorplan of a Sport Ute, minus that breed's boxy profile.

*A 40 year resident of the Capital District, Dan Lyons is the author of six automotive books, and photographer of more than 200 calendars.*